

International Chamber of Shipping

TEMPLATE

COMPLIANT FUEL OIL *NON-AVAILABILITY REPORT* FOR SULPHUR EMISSION
CONTROL AREAS (ECAs)

***TO BE SENT TO PORT OF DESTINATION BEFORE ARRIVING IN AN ECA (OR FIRST
PORT OF CALL AFTER LEAVING AN ECA¹) WITH A COPY TO BE SENT TO THE
FLAG ADMINISTRATION***

(Consistent with MARPOL Annex VI, Chapter III, Regulation 18)

Name of Emission Control Area: *NORTH AMERICAN EMISSION CONTROL AREA*

Name of Ship: *ANETTE*

Flag: *LIBERIA*

IMO Number: *9279094*

Description of Ship's Voyage Plan in Place at the Time of Entry into the ECA (*attach
copy of plan if available*):

Last Port of Departure: *VILA DO CONDE, RCC TERMINAL, BRAZIL*

Date of Departure from Last Port (DD/MM/YYYY): *04/01/2015*

First Country of Arrival in ECA (or After Departure from ECA): *USA*

First Port of Call in ECA (or After Departure from ECA): *PORTLAND, MAINE*

Date of Arrival at First ECA Port (DD/MM/YYYY): *17/01/2015*

Date Ship First Received Notice of Transit Through ECA (DD/MM/YYYY): *19/12/2014*
(*RECEIVED VOYAGE INSTRUCTIONS*)

Ship Location at the Time Notice Received: *TROIS-RIVIERES, CANADA*

Date Ship Expects to Enter ECA (DD/MM/YYYY): *16/01/2015*
(*POSITION 40-05.44N 065-53.07W*)

Time Ship Expects to Enter ECA (00:00 UTC): *11:00 UTC*

Date Ship Expects to Exit ECA (DD/MM/YYYY): *21/01/2015*

Time Ship Expects to Exit ECA (00:00 UTC): *03:00 UTC*

Projected Number of Days during which Ship's Main Propulsion Engines will be in Operation
within the ECA: *2,5 DAYS (IN NA ECA - PORTLAND - SEARSPORT- OUT NA ECA)*

Sulphur Content of Fuel Oil in Use When Entering and Operating in the ECA:

AUX ENGINES - MGO: 0.03%

BOILER – MGO: 0,03%

MAIN ENGINE - RMG 380: 0.95% or 2.35%

¹ Port State Control in the Paris MOU area (and potentially elsewhere) may be conducted outside of the ECA itself.

Description of Actions Taken to attempt to achieve compliance prior to entering/transiting ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available (NB: cost of fuel is not a valid reason):

Name of Suppliers Contacted:

Addresses:

Date of Contact (DD/MM/YYYY):

In Case of Fuel Oil Supply Disruption Only

Name of port at which vessel was scheduled to receive compliant fuel oil:

Name of the fuel oil supplier that was scheduled to deliver (and now reporting the non-availability):

Operational Constraints, if applicable

Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):

- LOSS OF PROPULSION, LOSS OF POWER, LOW VISCOSITY
- MAIN ENGINE START, MAIN ENGINE COMMAND RPM

Steps ship has taken, or is taking, to resolve these operational constraints that will allow ship to use all commercially available residual fuel oil blends:

- 29/12/2014 AT SEA VESSEL PERFORMED TEST OF CHANGEOVER PROCEDURE FROM HSHFO TO MGO AND TEST OF MAIN ENGINE - NEGATIVE RESULT (LOW VISCOCITY, MAIN ENGINE NOT STARTED, MAIN ENGINE NOT KEEP COMMAND RPM)
- OVERHAULING OF MAIN ENGINE FUEL OIL INJECTION PUMPS AFTER LOADING AT VILA DO CONDE, BRAZIL FROM 04/01/2015 UNTIL 07/01/2015
- 08/01/2015 AT SEA VESSEL PERFORMED TEST OF CHANGEOVER PROCEDURE FROM HSHFO TO MGO AND TEST OF MAIN ENGINE - NEGATIVE RESULT (LOW VISCOCITY, MAIN ENGINE NOT STARTED, MAIN ENGINE NOT KEEP COMMAND RPM)
- 08/01/2014 CARRIED OUT SECOND TEST WITH BETTER RESULTS, BUT STILL NOT ACCEPTABLE IN VIEW OF SAFETY
- 14/01/2014 CARRIED OUT THIRD TEST IN COLDER ARE(SW 25°C) ALL WENT BETTER BUT NO 100% RELIABILITY REACHED

Describe availability of compliant fuel oil at the first port of call in ECA, and plans to obtain it:

If compliant fuel oil is not available at the first port of call in ECA, list the lowest sulphur content of available fuel oil(s) or the lowest sulphur content of available fuel oil at the next port of call in ECA:

If the ship has previously submitted a Fuel Oil Non-Availability Report in the past 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details of the dates and ports visited while using non-compliant fuel oil:

(When calling at US ports: If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the dates of the port calls, and whether the vessel used compliant fuel oil);

ATTACHED LIST OF PORTS OF CALL

Report(s):

Date(s)(DD/MM/YYYY):

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Port(s):

Type of Fuel:

Comments:

Masters' Name: *Capt. STRAKA BOHUMIL*

Name of Company (as named on ISM DOC):
MST Mineralien Schifffahrt Spedition und Transport GmbH

Local Agent(s) in ECA(s):
Chase, Leavitt & Co., 144 Fore Street, Building D1, 04112 Portland, Maine 04101

ISM Designated Person Ashore (DPA): *Capt. MIKLAS ALEXANDR*

Address (street, city, country, postal/zip code):
Am Ruttmann Kai 1, 92253 Schnaittenbach, Germany

Telephone Number/Email:
phone: +49 9622 84589
mobile: +49 172 831 05 17
e-mail: *technic@minship.com*

Signature of Master:

Print Name: *STRAKA BOHUMIL*

Date (DD/MM/YYYY): *15/01/2015*